

# On the Road

## THE RELIEF ROUTE — SR 1

Issue 14

DELAWARE ROUTE 7 TO US ROUTE 113

Fall 1993

### PROGRESS ON SR 1 MOVES FORWARD

The Smyrna Bypass, the northernmost part of the Smyrna-Dover Bypass section, recently opened to traffic in late November. Previously, the part of SR 1 between south of Route 10 and Lafferty Lane opened to southbound traffic in August of this year. These, however, have not been the only opportunities Delawareans have had to travel SR 1—a Bike-the-Relief Route event was held in September.

The opening of the remaining section, the Dover Bypass, is expected by the end of the year. Only some work on the shoulders, median and toll plazas remains.

Another exciting activity is the construction of the C&D Canal Bridge. All 912 piles to support the bridge are installed—for a total of 65,023 linear feet of piling or nearly twelve and one-third miles. Additional fill dirt to build the roadway leading to the bridge has been trucked to the site six months ahead of schedule. The bridge is expected to open in Summer 1996.

Construction is well underway on the bridge to carry SR 1 over Scott Run. The concrete support structure is completed and the steel to support the roadway is now being put into place. All grading for the roadway north of the Scott Run Bridge is finished. Most of the fill dirt used in the grading came from excavation to create a wetland, an activity DelDOT is pursuing to replace wetlands lost during the road's construction. The road between Tybouts and south of Scott Run will be temporarily tied-in to Route 13 and opened to traffic.

Engineers are preparing the final design of the Odessa/Townsend segment, the next section of the Relief Route to near the construction phase. Planners and engineers are working closely with state and federal wetland regulatory agencies to achieve environmental permits for construction. For funding reasons this segment will be constructed in phases. The first

phase will include the toll plaza south of the canal, the mainline from South St. Georges to south of Odessa, and the interchanges at Boyd's Corner and SR 299. A temporary tie-in to Route 13 will be constructed south of Odessa. The remaining section of SR 1 will be constructed sometime after the year 2000.



Many Delawareans took the opportunity to tour a section of the new roadway during DelDOT's Bike-the-Relief Route event.

application materials will be available. If you provided oral or written testimony at the hearing, you will receive a letter from DelDOT notifying you of the availability of the materials.

Approval of the Puncheon Run connector will mark the culmination of DelDOT's most ambitious public-involvement process. While there will no longer be hearings or workshops, DelDOT is committed to informing the public. Along with *On the Road*, presentations to community and business groups will be a source of information. While encouraging future participation, DelDOT and its consultants want to also thank the citizens of Delaware, government officials, and state and federal agencies for the significant input they have provided in the past. This input was highly valued by the project team and important to the overall design of the Relief Route. ■



Delaware Department of  
Transportation

Anne P. Canby  
Secretary

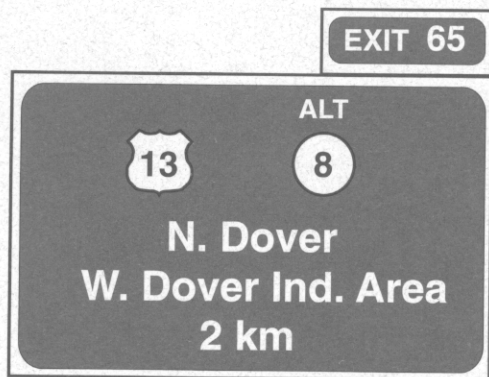
*On the Road is published periodically by the Delaware Department of Transportation and is the official newsletter of SR 1, the US Route 13 Relief Route.*

#### ATTENTION ON THE ROAD RECIPIENTS

As the planning and community involvement activities for SR1 wind down, many readers have noted receiving fewer issues of *On the Road*. Although it may be less frequent in the future, *On The Road* will continue to be a source of information about construction activities and road openings. To receive your free copy of *On the Road*, please write or call us with your request.

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# Mile STONES



*Federal requirements call for the use of metric on roadway signs. This is an example of a sign as it will appear in metric.*

## • METRIC MEASUREMENTS: New signs on SR-1

Something different on road signs is going to appear along Delaware's newest highway—metric distances. DelDOT, along with the rest of the country's transportation agencies, is beginning to make the transition to the metric system. DelDOT, which is currently developing a state-wide sign conversion plan, decided that SR 1 should be signed metric from the beginning. On SR 1, drivers will be given the distances to destinations, such as Dover, in kilometers instead of miles.

Making the conversion to metric is mandated under the federal Omnibus Trade and Competitive Act of 1988. It requires states to use metric units by October 1996 in all activities using federal funds. It is planned, however, that the metric conversion for existing signs will occur over a longer period of time and will not be tied to this deadline. After October 1996, no new highway projects may be paid for with federal funds unless they are completely in metric. SR 1, which receives a significant portion of its funding from federal sources, is one of these projects. ■

## TO OUR READERS:

The State of Delaware and the consultant team are committed to continuing the citizen-input process during the design and construction phases of the project. We invite you to write us with questions or comments regarding On the Road or to arrange for a presentation to bring your group up to date on the Relief Route.

### CONTACT DelDOT

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- Public Information: contact Michele Ackles, Manager of Public Relations, at 302-739-4313
- Design Issues: contact David DuPlessis, Project Manager, at 302-739-3834
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### Or CONTACT THE CONSULTANT TEAM

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## *On the Road*

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# For More INFORMATION